CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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5X1X 3. Because the that it we cord which is the second which of the end meters. 5. There was for a mach of trestles are repair has of trestle and subtle of a second of the second of		e tank trucks at Jue e trucks had a capac			
that it we cord which 4. The bulk-lof the enumeters. 5. There was for a mach 6. Trestles and trestle and trestle and trestle and trestle of a for the contain for compression.		erved on the IL-28. tly aft of the end		the upper	
of the end meters. 5. There was for a machine of trestle and tubular of trestle and tubular of about 5 8. The Il-28 caule of a for the for compression of the force of the fore	was a battery carr	ses emanating from the clage. Five prong plate the aircraft. The	lugs were attached	to that end of the	
for a mach 6. Trestles a repair has of trestles and trestles and trestles and trestles of about 3 8. The I1-28 caule of the 9. The contain for compression	of the end of the tail. The overall length of the fuselage was assumed to be 10				
repair har of trestle and suguits 7. The tank of about 3 8. The II-28 calle of the aft of the for compression of the compress	was a hole in the mi machine gun, 6	ddle of the plexigle	ass nose of the IL-	28, probably	
8. The II-28 calle of the aft of the 9. The contain for compressions of about 1	Trestles used for the removal of the engines from the airplane were seen in the repair hangar No 5 and in hangar No 4 f. There was a wooden and a metal version of trestles. The struts and supports were rectangular in the wooden trestles and supports were rectangular in the wooden trestles and supports were rectangular in the wooden trestles. This was the only variation between the two models.				
cable of the aft of the 9. The contain for compressions of the compression of t	The tank trucks and trailers observed at Werneuchen airfield had a capacity of about 3,000 liters each.				
for compre	The I1-28s at Werneuchen airfield were started with battery carriages, The cample of the carriage was plugged into a receptacle at the left side of the fuselage aft of the Soviet star, and not into the engine nacelle.4				
caps usual field.	pressed air. Paint sually contained gas	cl cart were a little ded blue, they contain a (acetylene); however	Ined oxygen. Conta er, such bottles we	iners with yellow re never seen at the	
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		- 2 -			
25X1A		Comments:			
25X1A	1.	Bothssources of the present report agree on a capacity of 3,000 liters of the tank trucks. Efforts have been initiated to clarify whether the tank trucks described in the present report are larger than the one previously reported, on which the gauge indicated numbers up to 2,300.			
25X1A	2. It	According to a previous report the tank cap was located on the upper side of the fuselage, 80 cm forward of the leading edge of the empennage. Temains to be determined which statement is correct, or whether the 11-20 is provided with two tank caps.			
	3.	See Annex 1, sketch 1, for graphical reproduction of the five-prong plug. The plug is probably provided with a gadget which makes it fit into the receptacle in a certain way only.			
25X1A 25X1A 25X1A 25X1A	4.	Previous information indicated that, for the purpose of loading hatteries for operating the gun mechanism. the battery carriage was connected to the left side of the fuselage. In other reports from Jueterbog airfield it was stated that, for starting the engines, the carriage was moved to the right wing and plugged into the engine nacelle. from Werneuchen stated			
25X1A		It is possible that there are several receptacles through which electric power from the starter cart is fed into the aircraft power system for the engines and the gun mechanisms.			
25X1A	5.	It is possible that for shipment the fuselage is divided into two parts. The information requires confirmation.			
25Χ1A 25Χ1Δ	6.	The machine gun in the nose was previously reported. and			

7. See Annex 1, sketch 2, for adjustable horses.

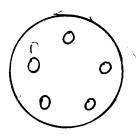
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25X1A

Annex 1

Sketch 1

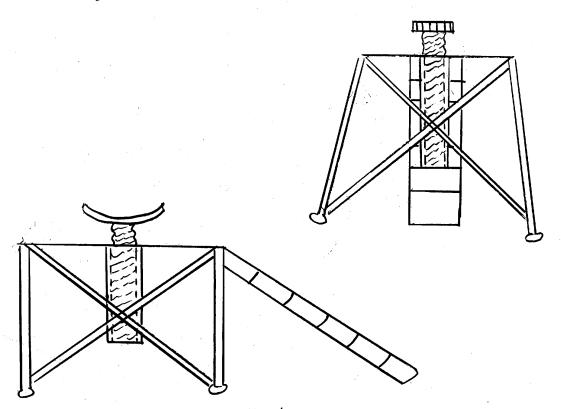
5 pronged plug arranged in a circle /





Sketch 2

Adjustable horse

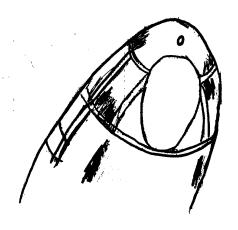


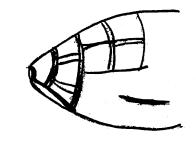
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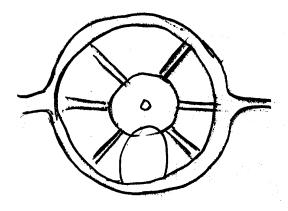
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Annex 2

Opening in the nose of the I1-28 probably for a gun barrel







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